

**ARCHIVAL DOCUMENTATION OF  
THE R. W. MANER SUBDIVISION  
PEACH LANE  
COBB COUNTY, GEORGIA**

**January 25, 2007**



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THE R. W. MANER SUBDIVISION  
PEACH LANE  
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**R.S. Webb Project No. 06-047-015**

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**Introduction**

The R. W. Maner Subdivision is located southwest of the intersection of South Atlanta Road and Cumberland Parkway in the northern extreme of Land Lot 748 of original Cherokee (now Cobb) County's 20<sup>th</sup> District, 2<sup>nd</sup> Section (Figure 1). Four historic houses, situated along the north side of Peach Lane, are all that remain of the R. W. Maner Subdivision. A fifth (non-historic) house is situated near the present end of Peach Lane on its south side. Beginning in 1905, and operating until 1945, the Atlanta Northern Electric Railway was established running parallel to the Atlanta-Marietta Road, and through Land Lot 748. In about 1911, Robert W. Maner sectioned land that he inherited from his father into subdivided lots; he hoped to establish a suburban community with access to the innovative railway. The venture apparently resulted in the construction of several houses (the four extant houses were built between 1910 and 1958).

The houses along Peach Lane include a pyramidal cottage, a bungalow, and two historic massed plan cottages. None of these were recorded during a county-wide historic resources survey conducted by Ted Bessette in 1978. Darlene Roth's 1988 Cobb County structure survey recognized one house (Structure 1) on Peach Lane as historic, but it was given a relative letter grade of "E", defined as a structure that "contributes to the historical legacy of Cobb County, but because of additions and alterations, decay or demolition, it no longer retains its architectural integrity" (Roth 1988:187). The structure was given no resource number, and no structure form was submitted to the State Historic Preservation Office. The area surrounding Peach Lane is slated for development. Implementation of the planned development will result in the destruction of the four historic structures along Peach Lane. The Cobb County Community Development Agency determined that the historic and architectural context of the Peach Lane Subdivision should be documented prior to its destruction or relocation. The resulting photographic and archival documentation of the four historic houses located on Peach Lane is presented in this report.





Map Source: 7.5 Minute USGS Quadrangle  
Northwest Atlanta (1997) and Mableton (1992), Georgia

Scale  
0 610 meters  
0 2000 feet

Figure 1 Project Area Location Map



## Description of Structures

*Structure 1 (Photos 3-26):* Structure 1 was constructed as a pyramidal cottage, a popular type in Georgia between 1870 and 1940. The most prevalent form of a pyramidal cottage in Cobb County is characterized by a pyramid-shaped roof, hipped on all sides, over a one-story box (two story examples prevail in other areas). Structure 1 once rested on brick piers, the space between the piers was filled with courses of bricks (Photo 16), and overall it fits the general description of the pyramidal form well. It also has the additional element of a central gable on the south front of its roof, which could have been added after initial construction (Photo 5). Most versions of the pyramidal cottage had either a central chimney or multiple interior chimneys. One interior chimney is extant on Structure 1 (west side), but it does not penetrate the present roof-line. It may have been paired with a similar chimney on the east side.

Later versions of this house type (after 1920) were built with a front porch incorporated into the roof-line, but the full facade front porch on Structure 1 has an independent shed roof, suggesting an earlier date of construction. Exposed roof rafter tails also suggest an early date of construction (Photos 5-9). The pitch of the roofs of the pyramidal cottage type decreased over time, and the steeply pitched roof of Structure 1 further suggests a pre-1920 date of construction. Also, in the later versions wood was replaced by stucco, concrete blocks, and bricks.

Structure 1 has undergone several interior and exterior modifications during the span of its existence. The front and rear porch foundations are of similar poured concrete slab over concrete block construction, suggesting that they were added after 1940, and the front porch roof is supported by unadorned, round cast iron poles (Photos 5 and 14). Historic beveled siding on the north rear remains, but is mostly covered by apparently historic additions (Photos 13 and 25). Historic exterior window trim, door trim, and beveled siding remain on the south front of Structure 1 (Photos 5 and 10). Historic siding on the east and west sides has been wholly replaced, and all historic windows on those sides have also been replaced (Photos 8 and 15). There are two outbuildings associated with Structure 1. They include a small, front-gabled, metal garage (Photo 19), and a side-gabled, wooden clad garage (Photo 18). The latter structure was built immediately in front of the former one, and because its composite lap siding matches that of the replacement siding on the east and west sides of Structure 1, it may have been completed as part of a major late 20<sup>th</sup> century remodeling project.



Some of the historic plaster walls remains in the front (south) two rooms, but much of the historic floor, fire box, door, and window trim has been removed (Photos 20, 21, and 24). The remaining interior walls were replaced with finished, but mostly unpainted drywall (Photo 26). Beyond the front two rooms, a relatively small amount of historic material remains within Structure 1. Also, no chimney/fireplace trim elements remain. The walls surrounding the fireplaces have been partially demolished exposing the chimney's brick construction (Photos 22 and 23). The south rear addition was used as a bathroom on the west side and a laundry room on the east side. Severe moisture damage (rot) was witnessed on the north rear side of Structure 1 (Photos 13 and 26).

*Structure 2 (Photos 27-43):* Of the four extant historic structures on Peach Lane, Structure 2 appears to be of the most recent construction. It was possibly built as a side-gabled Minimal Traditional type of structure, with a small gabled south front porch. This type of construction represents a compromise between form (based on Craftsman, Tudor, or other traditional styles) and economics. Many signature elements of the predecessor style were left out of the design of Minimal Traditional homes, and the type was very popular between 1935 and 1950. "They commonly dominate the large tract-housing developments of the period" (McAlester and McAlester 1984:478). The Minimal Traditional type has low to moderate roof pitch, compared to steeply pitched roofs of traditional construction, roof eaves and rake are close rather than overhanging, and there is often a large chimney (McAlester and McAlester 1984).

Structure 2 only loosely fits the above description. It has a moderate roof pitch, traditional overhang on the gabled ends, and a single, moderately sized chimney on the south front side (Photo 29). Knee-braces in the original gabled ends, exterior window and door trim, and one extant 2/2 window, reflect a Craftsman (1905-1930) influence (Photo 37). Structure 2 underwent at least one subsequent phase of construction, consisting of a two room addition on its west side (Photo 32). Similarities in material (siding, foundation, and foundation vents) between original construction and the subsequent west side addition suggest that the addition was constructed shortly after the initial phase of construction (Photo 35). A north rear addition (with panel or plywood siding) and a small east side porch are possibly part of later phases of construction (Photos 31 and 38).

Apparently only one window remains from the initial phase of construction. It is a 3/1 window which is exposed on the interior side, but is no longer exposed to the exterior (covered by a wall), due to the south rear addition (Photo 42). Dropped tile ceilings exist in each interior room, and walls are finished with either drywall or plywood paneling.



*Structure 3 (Photos 44-59):* Structure 3 was constructed as a Bungalow cottage. The Bungalow type consists of a long plan and a low roof line, and they often have an irregular floor plan. The type was popular throughout Georgia between 1900 and 1930 (Georgia Department of Natural Resources [GDNR] 1991). Structure 3 is a front-gabled version, one of the most popular forms of the Bungalow in both rural and urban Georgia. The exterior finishing materials suggest that the south front gabled porch was added sometime after initial construction (Photo 45). A south rear addition incorporates a small bathroom and small porch.

The house historically rested on brick piers, but the foundation was filled between with concrete blocks (Photo 49), and the chimney does not now penetrate the roof-line. The exterior of the main body of the house was finished with 5-inch beveled siding. Many historic 2/2 windows are extant [the west side rear window was modified (Photo 51)], and overall the house retains more of its original materials than do the other Peach Lane houses. A modern dropped-tile ceiling system covers the historic interior ceiling material in Structure 3 (Photos 57-59), but some of it has fallen away, and the old beaded-board, tongue and groove ceiling is exposed (Photo 56). Interior walls are finished with a mixture of plaster and drywall.

*Structure 4 (Photos 60-72):* Structure 4 more closely fits the above description of a massed plan, Minimal Traditional type structure. The roof of Structure 4 is moderately pitched, and its eaves are very close. The roof-line of Structure 4, with a short slope in front and a long single slope in the rear (Photos 62 and 65), suggests that its plan could have been based on a salt box type of structure, which was popular in Georgia between the years 1920 and 1940. The Saltbox, however, was normally one and one-half stories in front and one story in rear (GDNR 1991). A north rear addition extended the roof slope, and incorporated two more rooms to the depth of the house. As part of asbestos abatement, the exterior siding of Structure 4 was removed, and what appears to have been historic board and batten siding was exposed (Photo 66). The south front eave, was historically decorated with wood bracing, but subsequent roof alterations and the incorporation of a gutter system covered the historic design (Photo 67). Several different types of windows exist in Structure 4, and it is unknown if any of these are original or if any are historic (Photos 62, 63, and 65).

Again, a dropped tile ceiling system was used in Structure 4, but some of the attic is exposed to view. The roof frame is of machine milled lumber, and the historic covering appears to be of shake cedar material (Photo 72). Evidence also suggests that historic ceilings were finished with tongue and groove boards (Photo 68), and that rear addition ceilings were of wood plank material (Photo 71). Interior walls are finished in wood paneling or drywall.



## Property History

*Early Property History and the Atlanta Northern Electric Railway:* Peach Lane is situated just east of the historic intersection of Oakdale and Atlanta Roads. During the Civil War the project area was roughly the middle point between the Confederate River Line, constructed in June 1864 (and occupied for roughly one week in early July 1864), and two Union lines constructed to face the Confederates. An 1864 Atlanta Campaign map shows these trenches and the names and home-places of local families (Figure 2). "Baldwin" is shown north of Atlanta Road and southeast of the intersection of Oakdale and (old) Atlanta Road, just south of the project area. Two "Manor" families lived between the railroad and the Chattahoochee River, east of the project area, in 1864.

Most deed records for Cobb County were destroyed during the Civil War. Following the war, the project tract passed through several hands before it became the property of R. W. Maner in 1897. On March 10, 1868, H. A. Baldwin sold all forty acres of Land Lot 748 (the project lot) to W. W. Cottrell for \$200 (Cobb County Deed Book [CCDB] A:464). Two years later, on September 26, 1870, Cottrell sold the same lot to M. A. Baldwin of Fulton County for \$300 (CCDB B:659), and on November 28, 1872, Martha A. Baldwin transferred Land Lots 747 and 748, out of "natural love and affection", to her son W. P. Baldwin. The 1870 U. S. Census indicated that Willis P. Baldwin was 10 years old in 1870 (U. S. Census 1870). Martha Baldwin authorized George A. Baldwin to serve as trustee for the land until W. P. Baldwin could assume possession of it for himself (CCDB C:468). By January 20, 1874, Martha A. Baldwin passed away, and George A. Baldwin, acting as guardian of Willis P. Baldwin, agreed to sell the forty acres of Land Lot 748 to William G. Maner for \$500 (CCDB C:469). This transaction was challenged in the courts of Henry County, Georgia, but it appears that the transfer was upheld. On January 8, 1892 Land lot 748 was part of the court ordered distribution of the William G. Maner estate, George A. Maner served as administrator of the estate (CCDB U:337), and on November 17, 1897, William A. Maner sold Land Lot 748 to Robert W. Maner for \$800 (CCDB AA:122). The value of the property rose from \$200 in 1868 to \$800 in 1897, but it is unknown if any structures existed on the project tract portion of Land Lot 748 (extreme north side) during this time.

Beginning in 1905, Marietta was more closely connected with Atlanta by way of the Atlanta Northern Electric Railway. The route for this modern form of transportation was cut roughly parallel to the Marietta-Atlanta road, and it crossed diagonally through Land Lot 748, southeast to northwest. The electric car line opened myriad economic opportunities to rural Cobb County citizens, and perhaps Robert W. Maner was in the best possible position to take advantage of the new opportunity. The 1910 U. S. Census listed the James Maner family (Robert W. Maner was then 16 years old, the





Figure 2 Union Army Map Showing the Project Vicinity (Davis et al. 2003:160, No. 1)



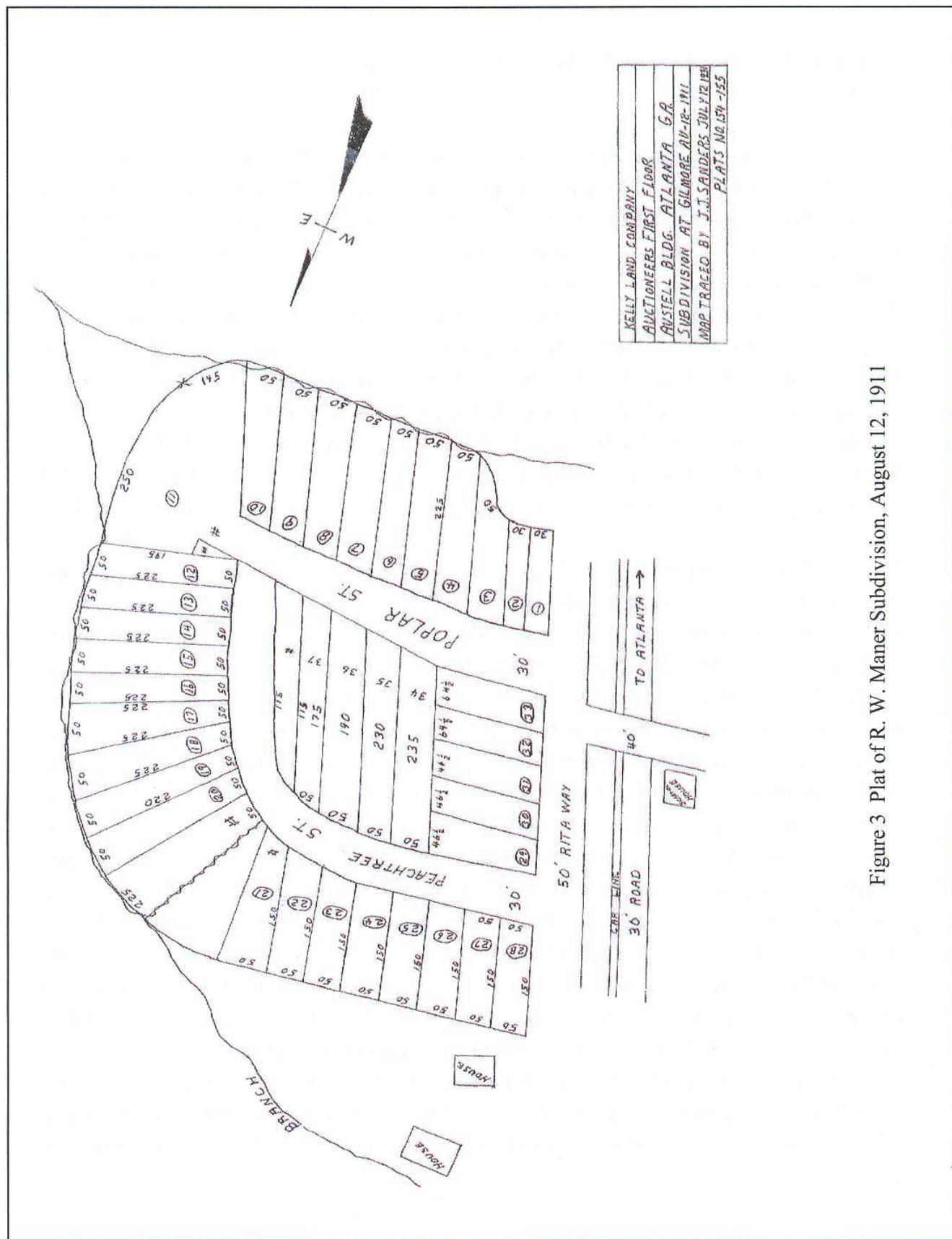
second oldest of six children) living on the Smyrna and Roswell Road in Lemons' Militia District (Number 992). A great majority of the surrounding families were listed as farmers, but James Maner and his immediate neighbor, Wade Walker, were employed by the Georgia Railway and Electric Company (U. S. Census 1910, Crabb 1996).

The electric rail line was referred to as "Uncle Ruban" by its patrons, and it was initially very popular for commutes between Cobb County and Atlanta. It made stops at Fair Oaks, Smyrna, and Gilmore (the project vicinity) before it crossed the Chattahoochee River and made its way eastward to Atlanta. The Atlanta Northern Electric Railway was the largest of its kind in the South, it carried 1.4 million passengers in 1920 alone, and it was financially successful until 1923 (Crabb 1996). The presence of the railway was the impetus for the creation of several Cobb County communities along the route. These communities included Creatwood, Springhill, Sunninghill, Log Cabin (Temple 1997), and the R. W. Maner Subdivision.

As the automobile exerted its influence in the 1930s, a paved road was established parallel to the electric rail route, and in 1941 U. S. Highway 41 was established as an alternate route between Marietta and Atlanta. Gasoline rationing and the presence of the Bell Bomber Plant, which employed 30,000 people, led to a spike to almost 3 million patrons in 1944 and 1945, but after the war the commuter rail was quickly replaced by a bus line and the automobile. The last Atlanta Northern Electric Railway car ran on January 31, 1947 (Crabb 1996). As the automobile replaced the streetcars, the Atlanta-Marietta Road relocated onto the old rail route at the project area. Subsequent widening of the roadway now encroaches on the former R. W. Maner Subdivision, and has claimed several subdivided lots (numbers 1 and 28-33) into its present right of way.

*The Property's Subdivision:* Despite his youth, Robert W. Maner appears to have been a shrewd business man. By August 30, 1903 representatives of the Georgia Railway & Electric Company and Maner could not agree on the value of a 4 acre right of way through Land Lot 748. Each party chose an assessor, together they chose a third assessor, and they all met on the property on August 21, 1903. A deal was finally reached on September 28, 1903. The rail company agreed to pay \$120 for the right of way through Maner's land, and they paid an additional \$130 to offset "consequential damages" to the remaining portions of Land Lot 748 (CCDB CC:729). In 1911, to take further advantage of the electric rail's presence on his land, R. W. Maner subdivided a portion of Land Lot 748 into thirty-seven "town lots" for distribution to prospective homeowners. A plat produced on August 12, 1911, and reproduced in July 1932 (Figure 3), shows the Maner subdivision with roads named Peachtree Street and Poplar Street. Lots 1-16 of the subdivision, portions of lots 34-37 of the subdivision, and Poplar Street are part of the present commercial/industrial development adjacent







to the project area. Peachtree Street was truncated by the neighboring development and is now called Peach Lane.

*History of Structure 1:* The first recorded sale of property in the R. W. Maner Subdivision occurred on October 14, 1911 when J. H. Carmichael purchased lot number 26 for \$80. It is unknown if a structure was ever built on lot 26, which is now very near the right of way of South Atlanta Road. On October 26, 1911, C. M. Stanback purchased lots 11, 12, 21, and 22 for a total of \$380. Lots 21 or 22 are the approximate location of the present Structure 1. A deed dated August 8, 1918 indicates that C. M. Stanback sold lots 20, 21, and 22 of the R. W. Maner Subdivision, on the north side of Peachtree Street, to Mrs. Lois Aderhold for \$1,100 (CCDB 61:47). The following year (1919), Mrs. Aderhold purchased adjacent lot 23 from Mrs. Annie R. Young Still for \$135 (CCDB 64: 169). Lot 23, as purchased from Mrs. Still, appreciated only \$35 during the three-plus years following her original purchase in 1915 (CCDB VV:523). The 1918 purchase price of for lots 20, 21, and 22 (\$1,100) suggests that Structure 1 may have been constructed on either of those lots after 1911, when C. M. Stanback purchased the property, and before 1918 when he sold the lots to the Aderholds.

The 1920 U. S. Census listed Robert W. Maner as a merchant farmer who owned his property free of a mortgage. His was household enumeration number 316, and was located along the Dixie Highway in Cobb County. The Maner household could have been one of the two houses shown just west of the R. W. Maner Subdivision on the 1911 plat (Figure 3). Mat H. Aderhold (Lois Aderhold's husband) was listed as a boilermaker, who worked at a railroad shop and owned property free of a mortgage (household number 322). James H. Carmichael owned a farm and was listed as household number 313. Living with Carmichael was his brother, Charles Stanback, a real estate agent. Listed between them (from Carmichael's household to the Aderhold's) were: a basket maker working at home (John Darby); a farmer (William Moss); the R. W. Maner Household; another farmer who rented his home and possibly was a resident of the other house shown on the 1911 plat (Clayton Camp); a retail merchant who owned property with a mortgage (a native of Greece who's name is illegible in the record); an electric railway worker who rented property (Darling New); a farmer who owned land and had a mortgage (Marcus Brown); a retail clerk in a dry goods store who owned property with a mortgage (James R. Monroe); and a cabinet maker who worked in a lumberyard and had a mortgage (Paul Coleman). The Aderholds lived in the project area at this time and some of their immediate neighbors could have established homes in the R. W. Maner Subdivision by 1920. Charles Abner was not recorded as a resident of this general vicinity. Since most of Maner's neighbors were listed as farmers in the 1910 census, the listing of many occupations other than farming illustrates that the area and its economy were in transition from an agricultural



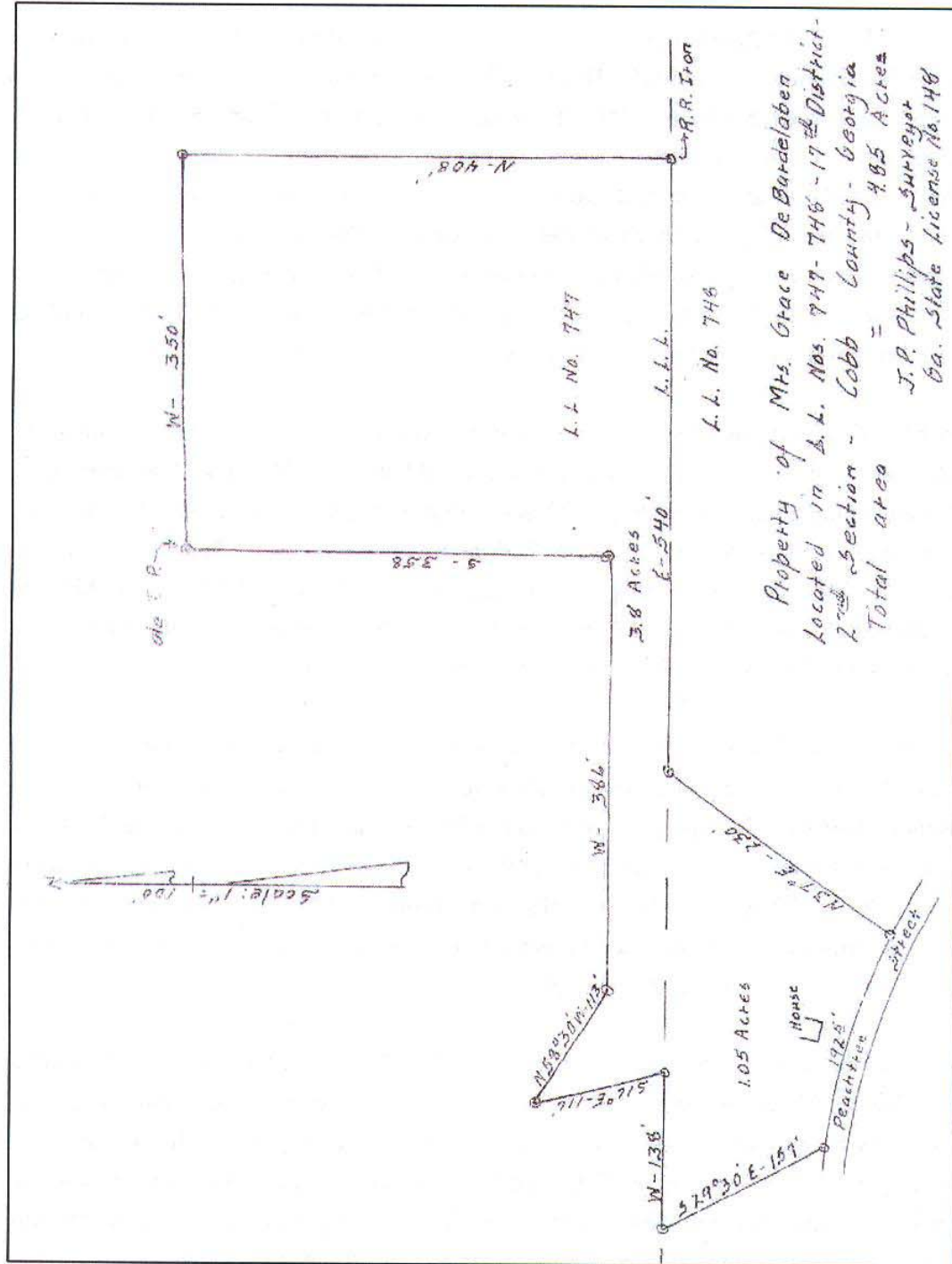


Figure 4 1945 Plat of Grace DeBardelaben Property



base to an economy founded on enterprise and capitalism. The transition was largely supported by the Atlanta Northern Electric Railway.

On July 15, 1929, Mrs. Lois Aderhold sold lots 20, 21, 22, and 23 of the R. W. Maner Subdivision to Eugene H. DeBardelaben for \$3,500 (CCDB 97:367). The increase in the amount of purchase for these lots from \$1,235 in 1918-19 to \$3,500 in 1929 suggests that further improvements were made to the property, though inflation or a rise in relative property values along the electric railway could also be factors. In 1910, Eugene DeBardelaben, a native of Alabama, was listed as 18 years old, unmarried, and a member of his brother's household in Collins' District, Fulton County, Georgia. In 1930, he was listed as a married resident of Lemons' District Cobb County, Georgia, and he was employed as a yard master for a railroad company. He and his wife, Grace (31), a native of Kentucky, were married for seven years and lived with a son and a daughter.

On November 8, 1929, DeBardelaben purchased almost 4 acres of Land Lot 747, north of the R. W. Maner Subdivision (and adjoining the northern boundary of Land Lot 748), from J. R. Monroe for \$2,000 (\$200 down and an agreement to pay 72 notes totaling \$1,800) (CCDB 99:342). In 1932, DeBardelaben purchased lots 18 and 19 of the R. W. Maner Subdivision from Thomas C. McLaurin for \$2,000 (CCDB 109:222). In 1933, Eugene DeBardelaben, out of love and affection for his wife, transferred the title to lots 20, 21, 22, and 23 to his wife, Grace DeBardelaben (CCDB 111:46). The ownership of lots 18 and 19 is unknown between the years 1932 and 1943.

On March 3, 1945, a plat depicting the property of Grace DeBardelaben was made by J. P. Phillips (CCDB 5:120) (Figure 4). The plat appears to show lots 20, 21, 22, and 23 of the R. W. Maner Subdivision (not labeled), and the property in Land Lot 747 purchased by Eugene DeBardelaben in 1932. The plat depicts one house (Structure 1) north of Peachtree Street (Peach Lane), in roughly the center of lots 20, 21, 22, and 23. Two months later, on May 3, 1945, the Grace DeBardelaben estate, with Eugene H. DeBardelaben, Jr. acting as administrator, sold land in Land Lots 747 and 748 (4.85 acres) to Roy L. Pence for \$2,700 (CCDB 164:188).

*History of Structures 2 and 3:* On October 15, 1912, R. W. Maner sold lots 15, 16, and 17 of his subdivision to Charles Abner for \$380 (CCDB RR:729). It is unknown when he originally sold lots 18 and 19 (the sites of Structures 2 and 3), but as mentioned earlier, they were sold by Thomas C. McLaurin to Eugene DeBardelaben for \$2,000 in 1932 (CCDB109:222). The price of the lots suggests that improvements were made to the lots (possibly including the construction of Structure 3) by that date. That deed mentioned no structures, but it stated that lot 17 was still owned by "Abner", and that lot 20 was owned by "Aderholdt".



The DeBardelaben household was listed in the 1930 census as number 125 on the route of the Dixie Highway. Robert W. Maner also lived on the Dixie Highway, and his residence was listed as household number 74. Since there were only five households between Maner and the Aderholds in 1920, either Maner moved between 1920 and 1930 or there was a very significant increase in the number of houses in the vicinity. Two of DeBardelaben's neighbors in 1930, James R. Monroe and Paul Coleman, were listed as the immediate neighbors of the Aderholds in 1920. One household was added between the Monroe and Coleman families, that of a house carpenter named Jake Crowe, who owned his property. Jack Crowe could have built his home (Structure 3) in the R. W. Maner Subdivision before 1930. Charles Abner was again not found in the 1930 census, and though he owned lot 17 between the years 1912 and at least 1932, it is unknown when or if he built a home there. Lot 17 is now at the very end of Peach Lane, and is the southeastern-most extant lot of the R. W. Maner Subdivision north of Peach Lane, commercial/industrial construction has taken all of the property beyond lot 17.

Structures 2, 3, and 4 were all constructed on lots 18 and 19 of the R. W. Maner Subdivision (these lots are now taxed as parcels 4, 5, and 6 of Land Lot 748, and lots 20-23 are taxed as parcel 3). As stated, Roy L. Pence purchased subdivision lots 20-23 from the DeBardelaben estate in 1945. He owned land in Land Lot 747 as early as 1953, and he owned lots 18 and 19 of the R. W. Maner Subdivision by 1958. On November 21, 1958, Pence sold land on the north side of Peachtree Street (Peach Lane) at the eastern boundary of DeBardelaben land (as depicted on Figure 4) to Bobby D. Brooks and Mrs. Bobbie Jo Brooks for \$10 and other valuable consideration (CCDB 469:246). The deed description indicates that it was made concerning the site of Structure 2 (located on present tax parcel 4 of Land Lot 748). The structure appears on the 1954 USGS Quadrangle, which indicates that it was constructed by the time the land was sold to the Brooks' in 1958.

*History of Structure 4:* The exact date of construction of Structure 4 is unknown, but it is known that the structure was built sometime before 1950. On May 3, 1943, B. D. Bolling sold lot number 18 of the R. W. Maner Subdivision to J. P. Kelly for "\$10 and other valuable consideration" (CCDB 153:465). The following year, on November 25, 1944, Kelly sold lot 18 to Mrs. Willie Jo North for the same \$10 and other consideration (CCDB 166:241). On October 10, 1950, Mrs. Willie Jo North Darby (she was married since 1944) sold the "eastern and greater portion of lot 18" to T. L. Smith again for \$10 and other consideration (CCDB 222:440). In the property description for the latter deed, it was noted that on the lot was a "six-room frame dwelling house." This deed is in reference to present parcel 6 of Land Lot 748, and is the site of Structure 4. T. L. Smith sold the property to Carl R. Purser in 1956 for \$10 and other consideration (CCDB 377:287). Bobby G. Garden sold it



for the same to O. O. Cowart in 1976 (CCDB 1736:742), and Cowart sold it for the same to Gerald R. Phelps in 1977 (CCDB 1803:616).

*Aerial Photographs and the 1954 USGS Quadrangle:* A 1938 aerial photograph (Figure 5) shows the parallel routes of the Atlanta-Marietta Road and the Atlanta Northern Electric Railway (with possibly an automobile path along the railway) as they passed the project area. Peachtree Street (Peach Lane) is established as a dirt road, and much of the land surrounding the subdivision was cleared. There appears to be two structures (possibly Structures 1 and 4) north of the road and one to the south (no longer extant) along the electric rail line. Poplar Street does not appear, and it may have never been constructed. Much of the land surrounding the subdivision is cleared for either development or cultivation.

The 1954 USGS Quadrangle (Figure 6) shows the R. W. Maner Subdivision at its zenith. It shows that as many as 14 houses were then part of the R. W. Maner Subdivision, but the Poplar Street depicted on the 1911 plat does not appear on the 1954 Quad. Five houses located along the present South Atlanta Road at that time, could have been part of the subdivision, but these structures have all been claimed by the right-of-way of South Atlanta Road. Two of these structures could have been built on lots 1 and 28 of the R. W. Maner Subdivision, but they could just as likely have been constructed on an adjacent property. Three structures, however, appear to have existed on lots 29-33 in 1954. The four extant structures on the property, located north of Peach Lane, appear on the 1954 map, and one house was located on the south side of Peach Lane in 1954 (it is no longer standing). Finally, four houses and a barn appear at the end of Peach Lane in 1954. They occupied the tip of the finger ridge of which Peach Lane is the center, possibly on lots 8-14 of the R. W. Maner Subdivision. These latter structures no longer exist, and the tip of the finger ridge has been cut away for development southeast of the project area. Photo-revisions of the 1954 map, made in 1968 and 1973, show that the ranch-style structure extant on the south side of Peach Lane was constructed between 1954 and 1973.

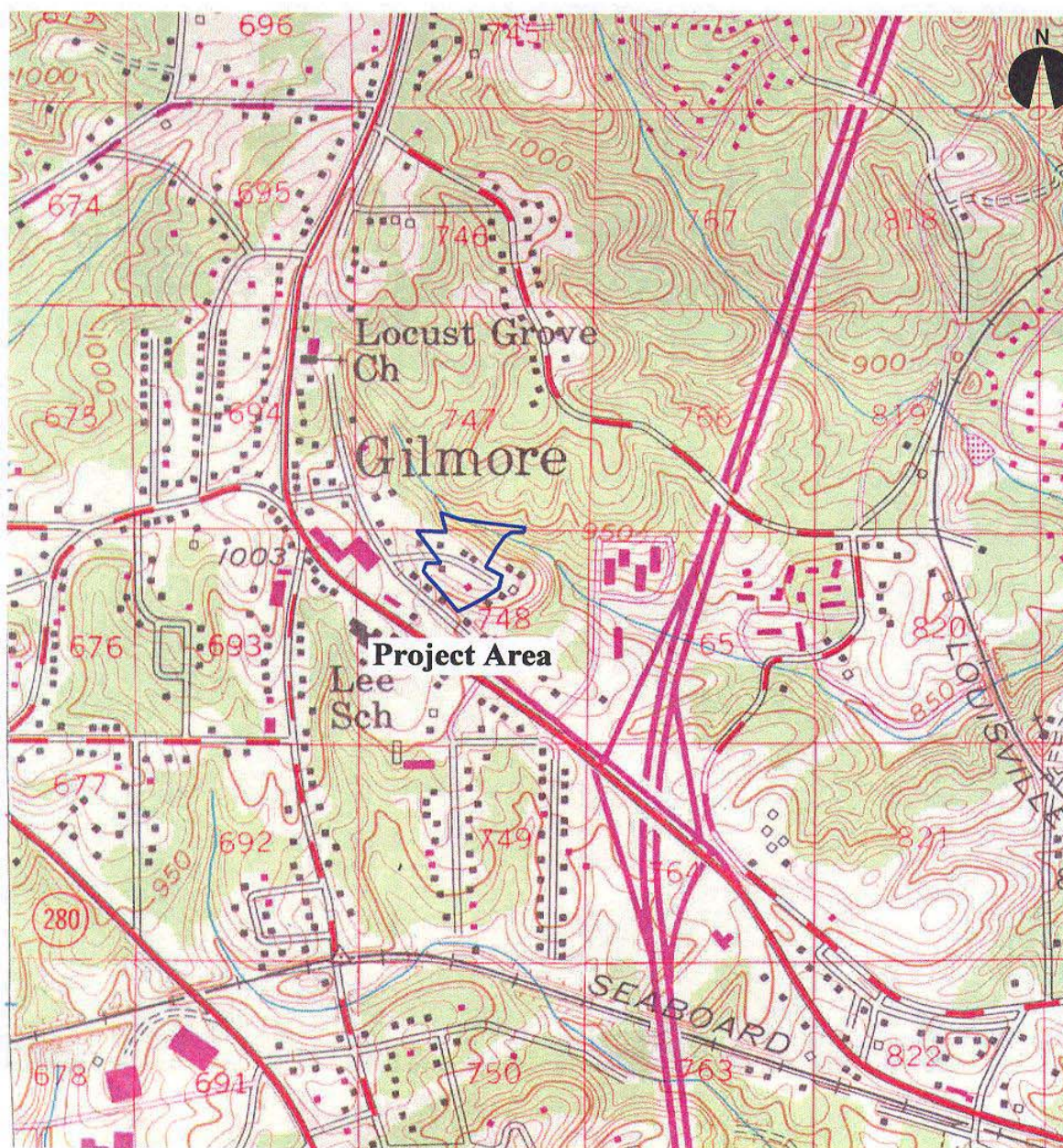
The next available aerial photograph (Figure 7) was taken in 1960. It indicates that much of the land surrounding the R. W. Maner Subdivision was no longer in cultivation, and that the area was being developed. All four extant houses north of Peach Lane and one additional structure, south of the road, were constructed by this time. By 1972 (Figure 8), several structures, including the extant ranch style house south of Peach Lane were constructed. Many houses were then built along the old route of the old railway, and industrial/commercial development was beginning to appear in the vicinity. The 2005 aerial photo (Figure 9) shows the development that encompassed the southeastern portion of the R. W. Maner Subdivision, and it shows the project area as an isolated property,





Figure 5 1938 Aerial Photograph Showing the Project Vicinity





Map Source: 7.5 Minute USGS Quadrangle  
Northwest Atlanta, Georgia (1954 PR 1998 and 1973)

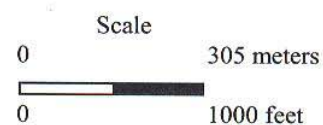


Figure 6 1954 Quadrangle Showing Existing Structures as of 1954 (Black)  
and Structures Added After That Date (Red)





Figure 7 1960 Aerial Photograph Showing the Project Vicinity





Figure 8 1972 Aerial Photograph Showing the Project Vicinity





Figure 9 2005 Aerial Photograph Showing the Project Vicinity



surrounded by Interstate 285 on the east, Cumberland Parkway on the north and South Atlanta Road on the west.

## **Conclusion**

The project tract was part of a wave of suburban residential development inspired by the establishment of the Atlanta Northern Electric Railway between the urban centers of Atlanta and Marietta. Robert W. Maner was in a unique position as the son of an electric railway employee and as a land owner along the proposed route of the modern transportation system. The four extant historic structures that were built as part of this community represent a range of styles popular during the various times of their construction. Structure 1 was possibly the earliest structure built (1911-1918), followed by Structure 3 (1930s-1940s) and Structure 4 (before 1950), and finally Structure 2 (before 1954).



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## INDEX TO PHOTOGRAPHS

**The R. W. Maner Subdivision  
Peach Lane  
Cobb County, Georgia**

**Mr. Neil J. Bowen, R. S. Webb & Associates, January 8, 2007**

<b>Photo No.</b>	<b>Description and Direction</b>
1	Contextual View of Four Extant Structures, Peach Lane, Facing East.
2	Contextual View of Four Extant Structures, Peach Lane, Facing West.
Structure 1	
3	Contextual View of Structure 1, South Front and West Side, Facing Northeast.
4	Contextual View of Structure 1, South Front and East Side, Facing Northwest.
5	View of Structure 1, South Front Facade, Facing North.
6	View of Structure 1, Oblique, South Front and West Side, Facing Northeast.
7	View of Structure 1, Oblique, South Front and East Side, Facing Northwest.
8	View of Structure 1, West Side Facade, East.
9	View of Structure 1, East Side Facade, Facing West.
10	Detail View of Structure 1, South Front Facade, Facing North.
11	Detail View of Structure 1, South Front Porch, Facing West.
12	Detail View of Structure 1, North Rear Side, Facing Southeast.
13	Detail View of Structure 1, North Rear Addition, Facing Southeast.
14	Detail View of Structure 1, Steps and Foundation of North Rear Addition, Facing North.
15	Detail View of Structure 1, Pier Foundation and Lap Board Siding, West Side, Facing Northeast.
16	Detail View of Structure 1, Pier Foundation, Siding, and North Rear Addition, East Side, Facing West.
17	Detail View of Structure 1, Replacement Window and Siding, West Side, Facing East.
18	Detail View of Structure 1, Outbuilding 1, South Front, Facing North.
19	Detail View of Structure 1, Outbuilding 2, South Front and West Side, Facing Northeast.
20	Interior View of Structure 1, Historic Door Molding, Facing West.
21	Interior View of Structure 1, Historic Window Molding, Facing Southeast.
22	Interior View of Structure 1, Firebox and Missing Historic Material, Facing South.
23	Interior View of Structure 1, Firebox and Missing Historic Material, Facing North.
24	Interior View of Structure 1, Facing East.
25	Interior View of Structure 1, North Rear Addition, Facing Southwest.
26	Interior View of Structure 1, Central Room, Facing North.



#### Structure 2

- 27 Contextual View of Structure 2, Facing Northwest.
- 28 View of Structure 2, South Front Facade, Facing North.
- 29 View of Structure 2, Oblique, South Front and East Side, Facing Northwest.
- 30 View of Structure 2, East Side Facade, Facing West.
- 31 View of Structure 2, Oblique, East Side and North Rear, Facing Southwest.
- 32 View of Structure 2, West Side Facade, Facing East.
- 33 View of Structure 2, West Side Facade, Facing East.
- 34 View of Structure 2, Oblique, South Front and West Side, Facing Northeast.
- 35 Detail View of Structure 2, South Front Facade, Original Construction (Right) and Subsequent Construction (Left), Facing North.
- 36 Detail View of Structure 2, West Side, Showing Decorative Elements of Original Construction, Facing East.
- 37 Detail View of Structure 2, East Side, Facing West.
- 38 Detail View of Structure 2, North Rear, Facing Southeast.
- 39 Interior View of Structure 2, Chimney and Dropped Ceiling, Facing Southwest.
- 40 Interior View of Structure 2, Central Hallway Area, Facing Southeast.
- 41 Interior View of Structure 2, Facing Northwest.
- 42 Interior View of Structure 2, Enclosed Historic Window, Facing North.
- 43 Interior View of Structure 2, North Rear Addition, Facing East.

#### Structure 3

- 44 Contextual View of Structure 3, Facing North.
- 45 View of Structure 3, Oblique, South Front and East Side.
- 46 View of Structure 3, Oblique, South Front and West Side, Facing Northeast.
- 47 View of Structure 3, Oblique, East Side and North Rear, Facing Southwest.
- 48 View of Structure 3, South Front Facade, Facing North.
- 49 View of Structure 3, West Side, Facing Southeast.
- 50 View of Structure 3, North Rear, Facing South.
- 51 View of Structure 3, East Side, Facing Southwest.
- 52 View of Structure 3, East Side, Facing West.
- 53 Detail View of Structure 3, South Front Door, Facing North.
- 54 Detail View of Structure 3, Window on South Front, Facing West.
- 55 Detail View of Structure 3, Window on South Front, Facing Northeast.
- 56 Interior View of Structure 3, Exposed Beaded Board Ceiling, Facing South.
- 57 Interior View of Structure 3, Facing Northwest.
- 58 Interior View of Structure 3, Facing East.
- 59 Interior View of Structure 3, Facing North.

#### Structure 4

- 60 Contextual View of Structure 4, Facing Northwest.
- 61 View of Structure 4, South Front Facade, Facing North.
- 62 View of Structure 4, Oblique, South Front and West Side, Facing Northeast.
- 63 View of Structure 4, West Side Facade, Facing Southeast.



- 64 View of Structure 4, North Rear, Facing South.
- 65 View of Structure 4, East Side Facade, Facing West.
- 66 Detail View of Structure 4, West Side Facade, Facing East.
- 67 Detail View of Structure 4, Covered Decorative Eave, South Front, Facing Northwest.
- 68 Interior View of Structure 4, Facing North.
- 69 Interior View of Structure 4, Facing Southeast.
- 70 Interior View of Structure 4, Facing West.
- 71 Interior View of Structure 4, Facing Northeast.
- 72 Interior View of Structure 4, Exposed Roof Construction, Facing East.

#### Viewshed and General Overview

- 73 Contextual View, South Atlanta Road, Facing East.
- 74 Contextual View, South Atlanta Road, Facing West.
- 75 Contextual View, From South Atlanta Road into Project Area, Facing Northeast.
- 76 Contextual View, Peach Lane, Facing Northeast.
- 77 Contextual View, Structures 2, 3, and 4, Facing Northeast.
- 78 Contextual View, Structures 3, 2, and 1, Facing Northwest.
- 79 Contextual View, Structures 1 and 2, Facing North.
- 80 Contextual View, Structures 2 and 3, Facing North.
- 81 Contextual View, Structures 3 and 4, Facing North.



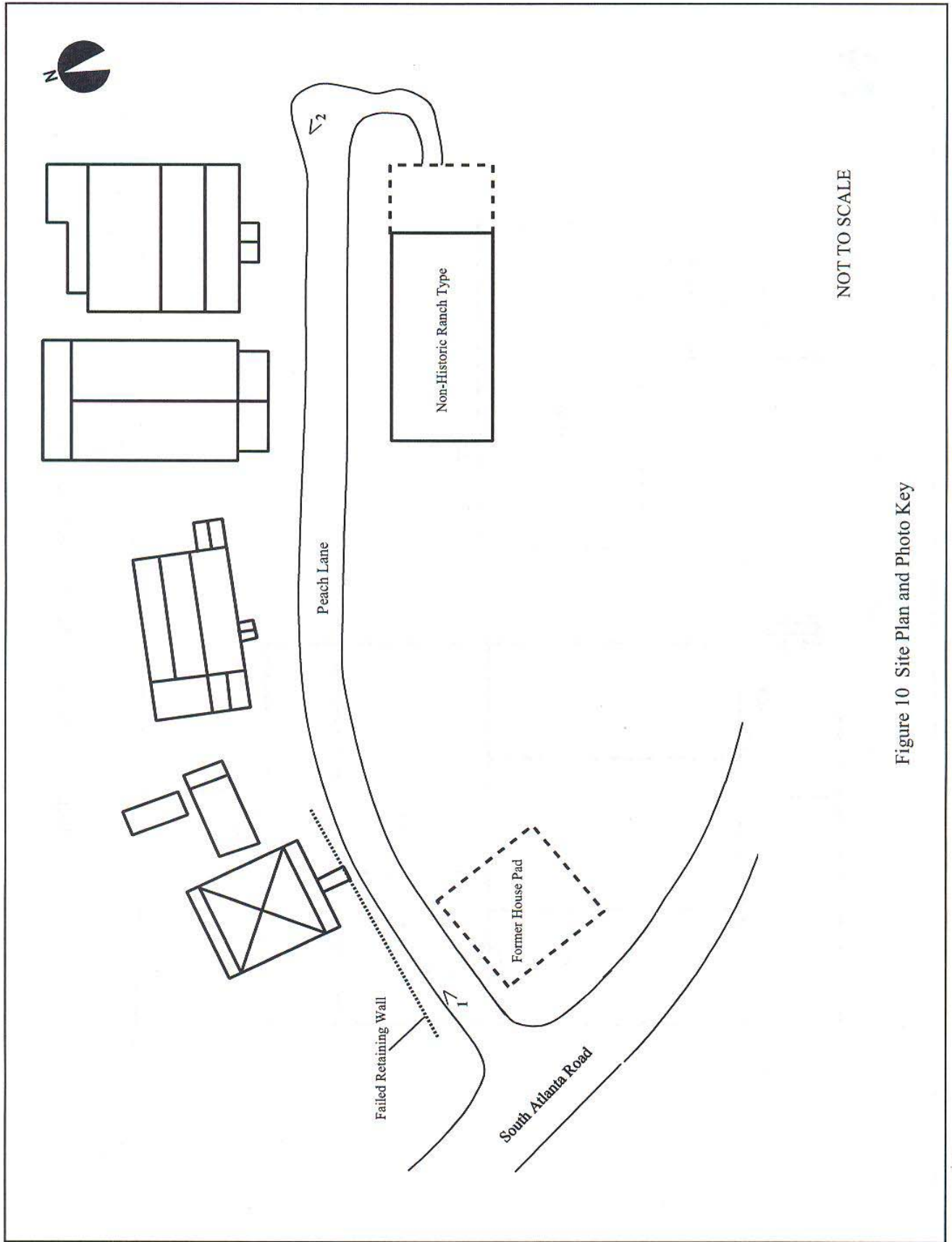


Figure 10 Site Plan and Photo Key



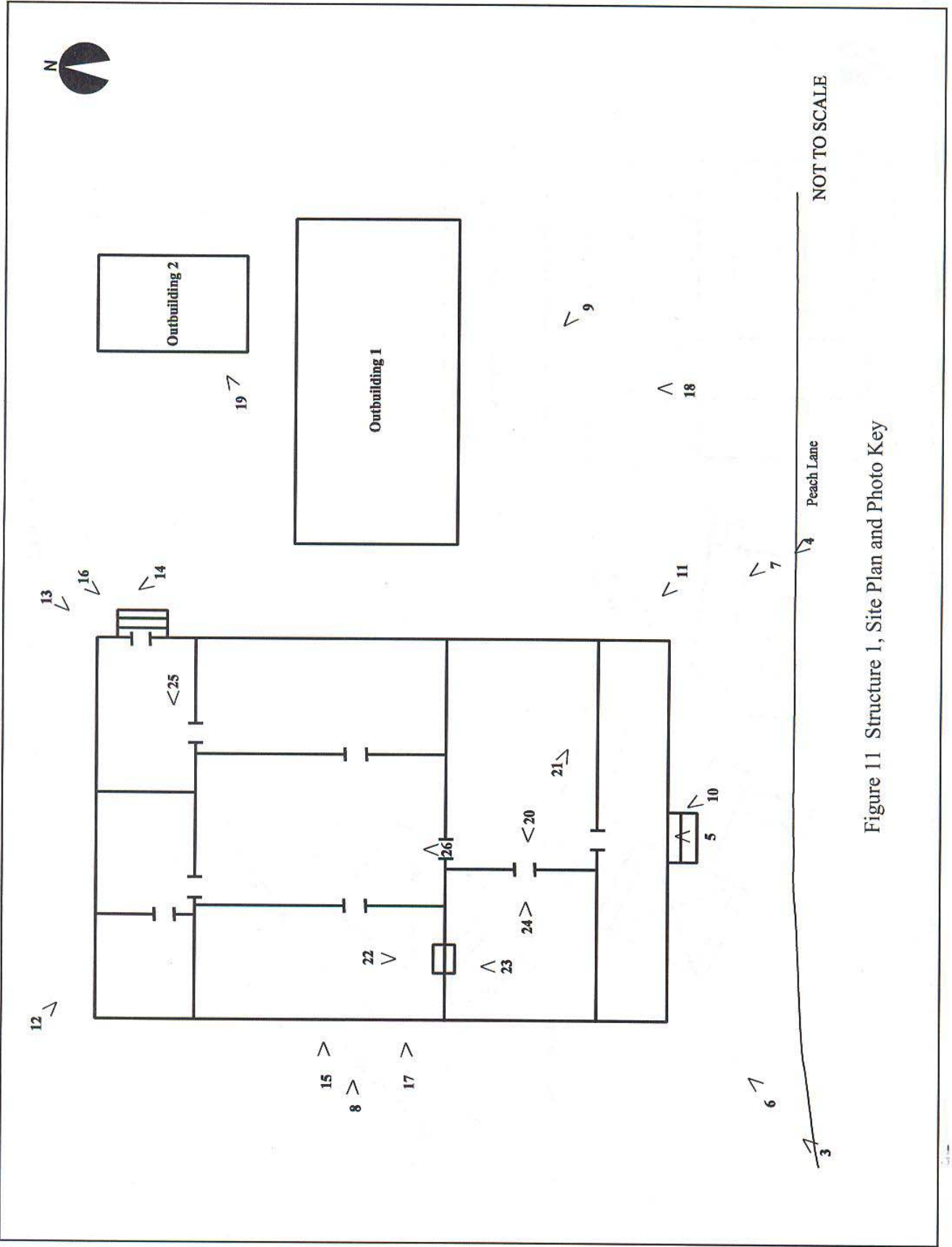
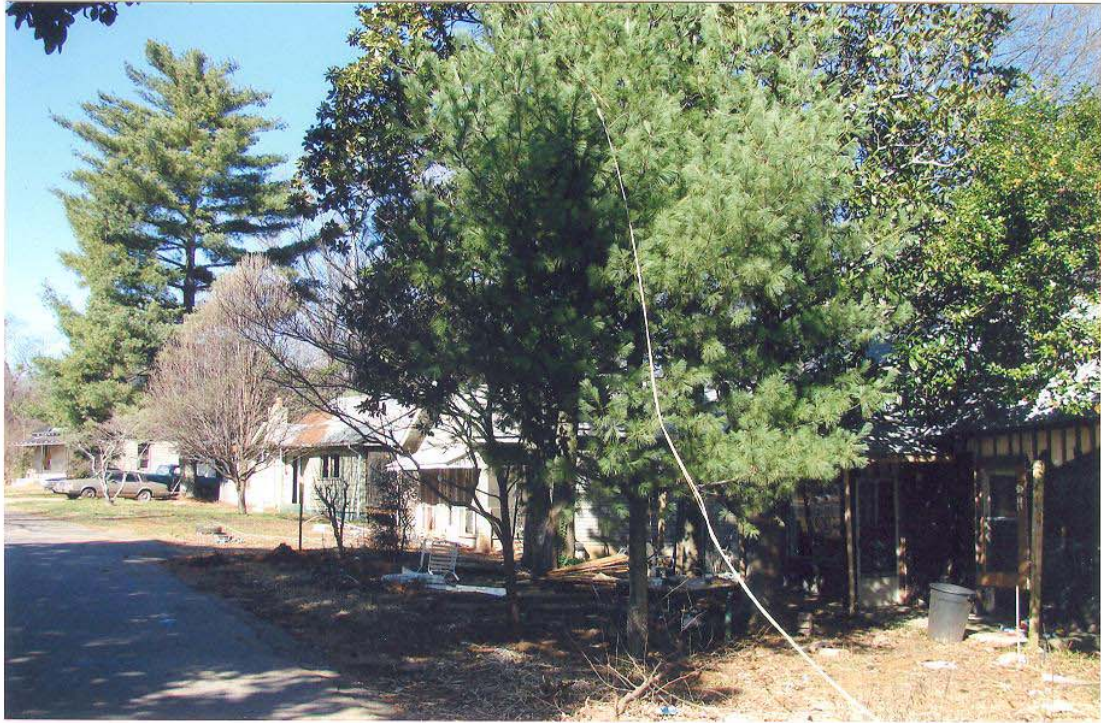


Figure 11 Structure 1, Site Plan and Photo Key

























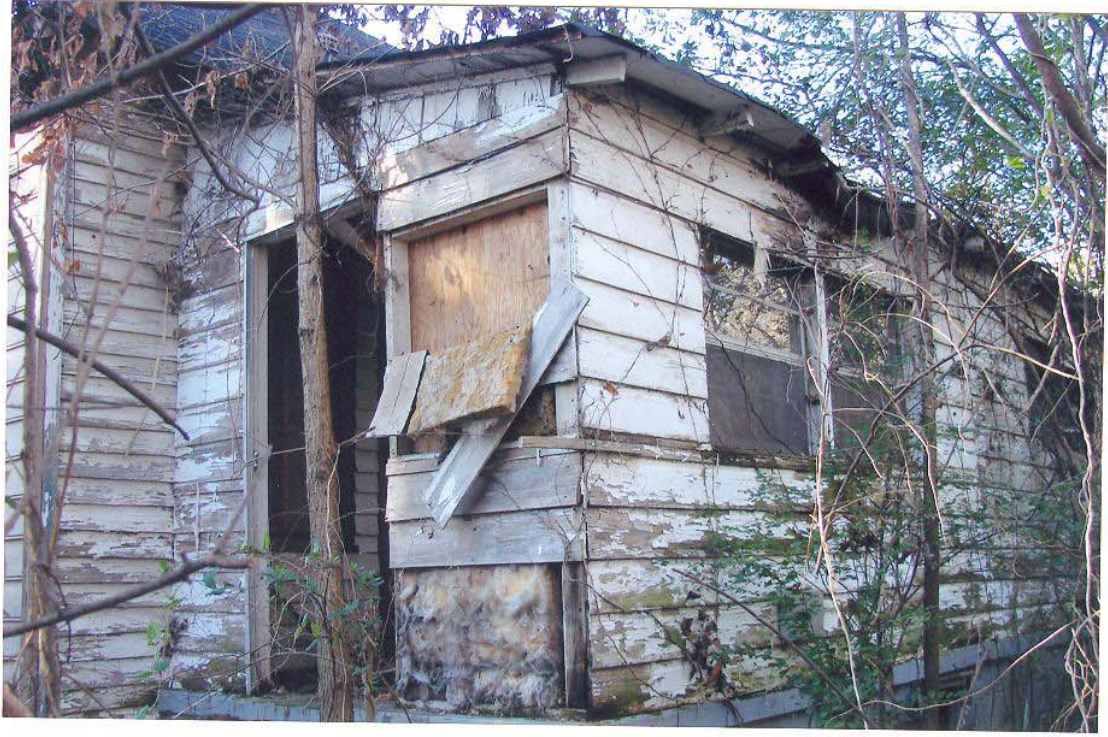






















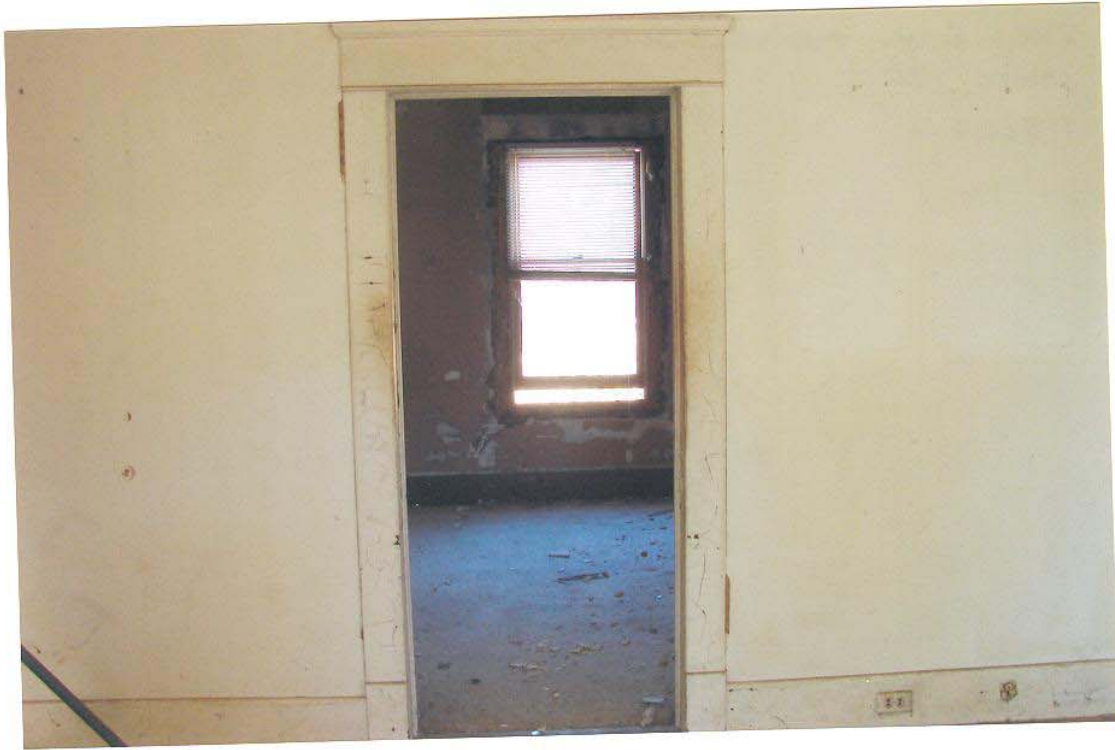




















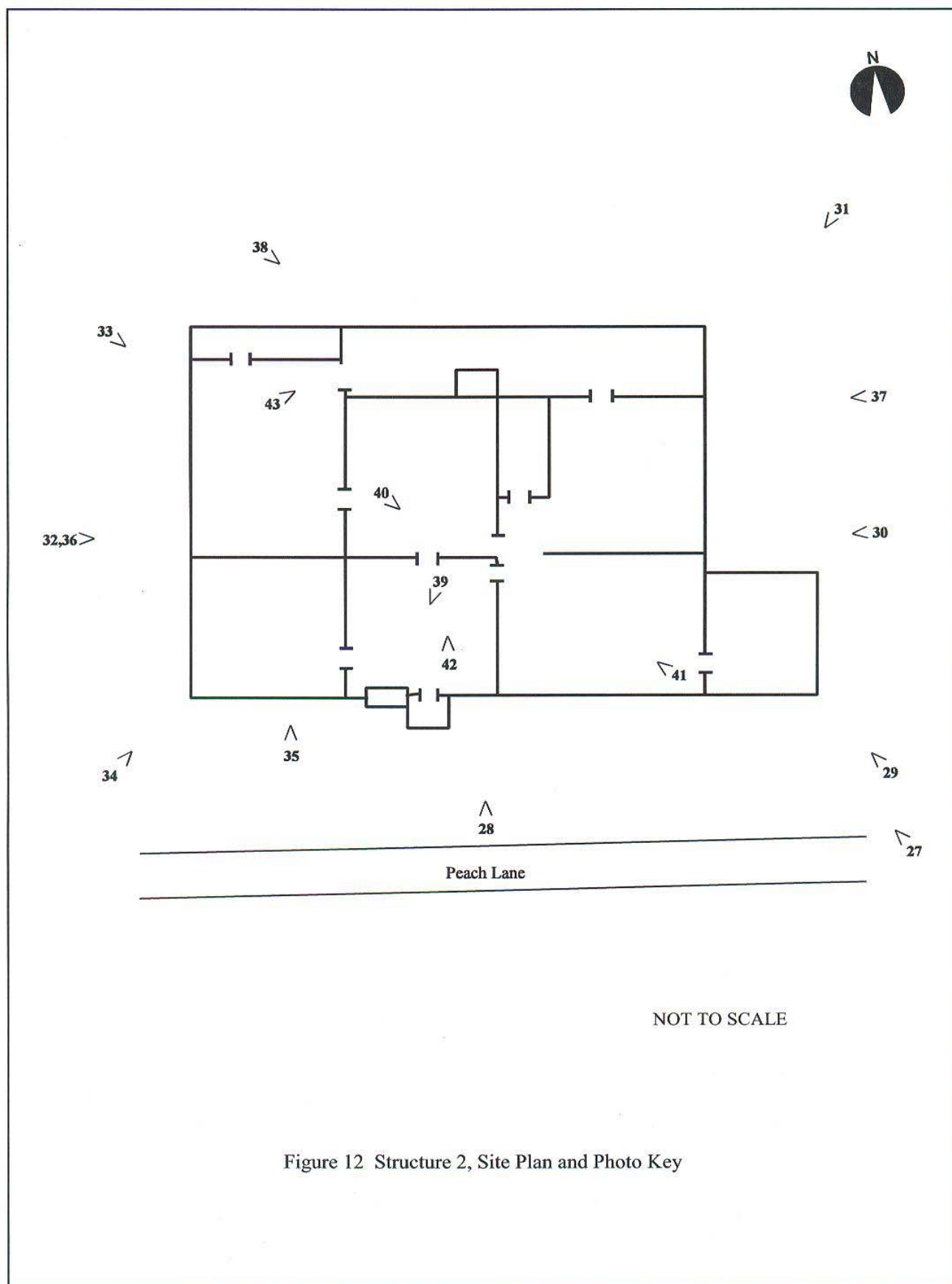
















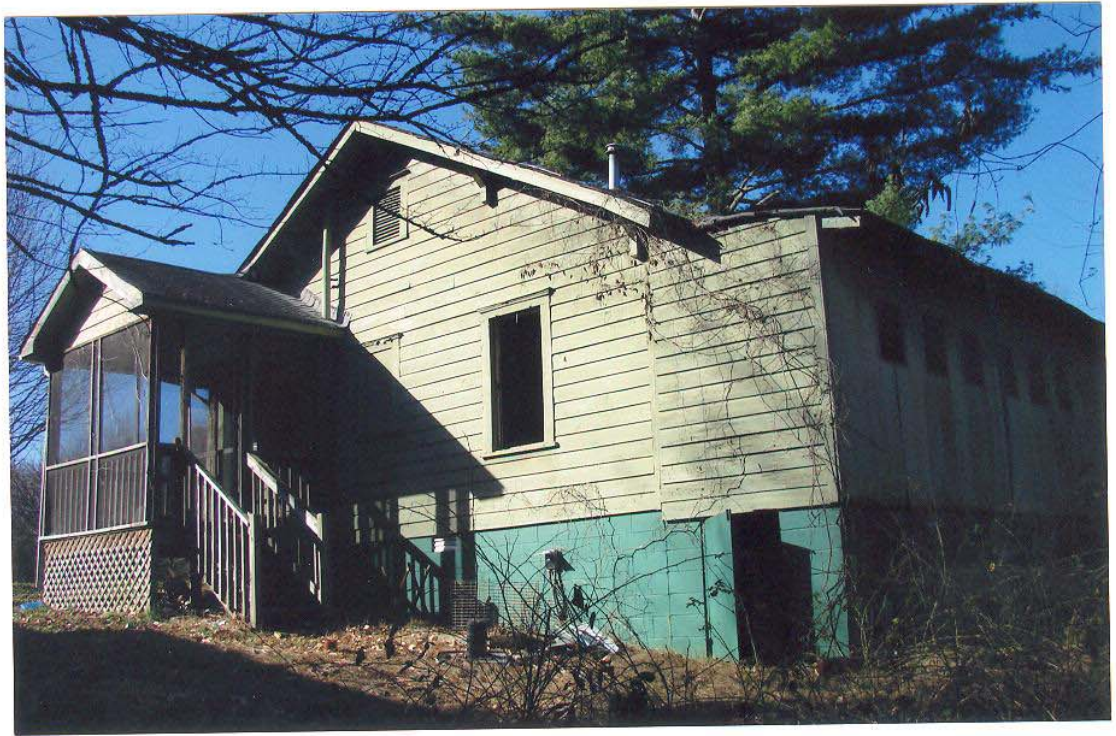








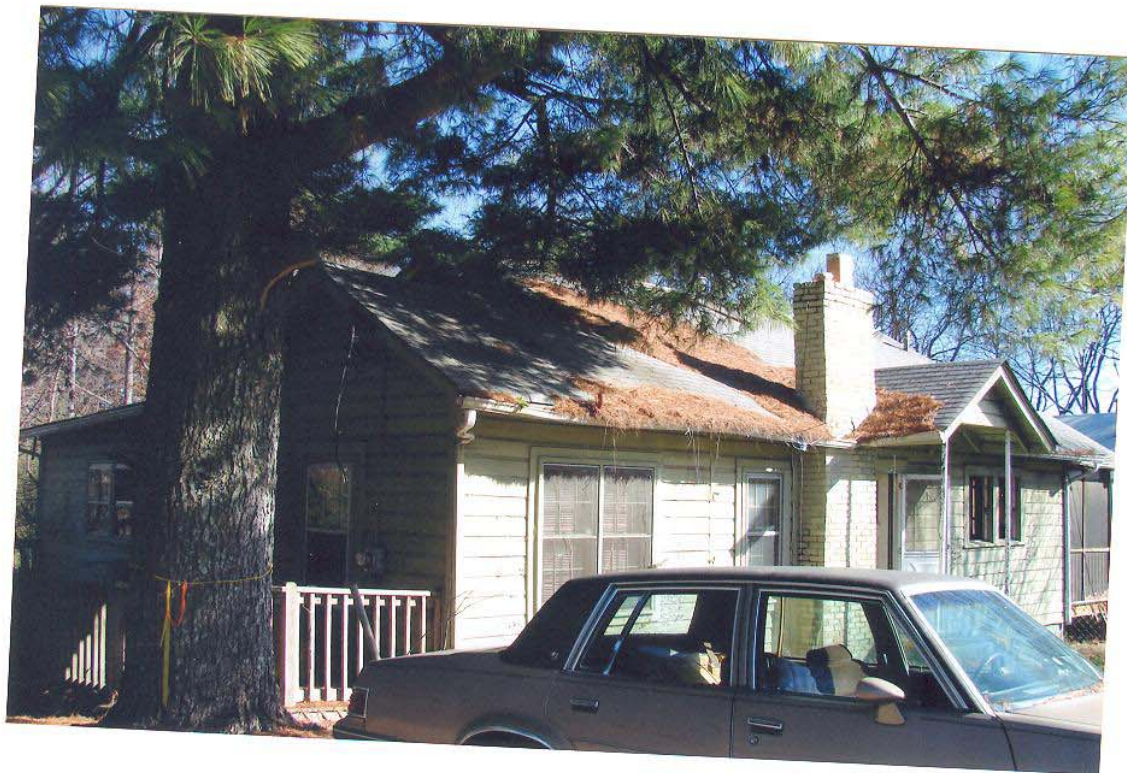






























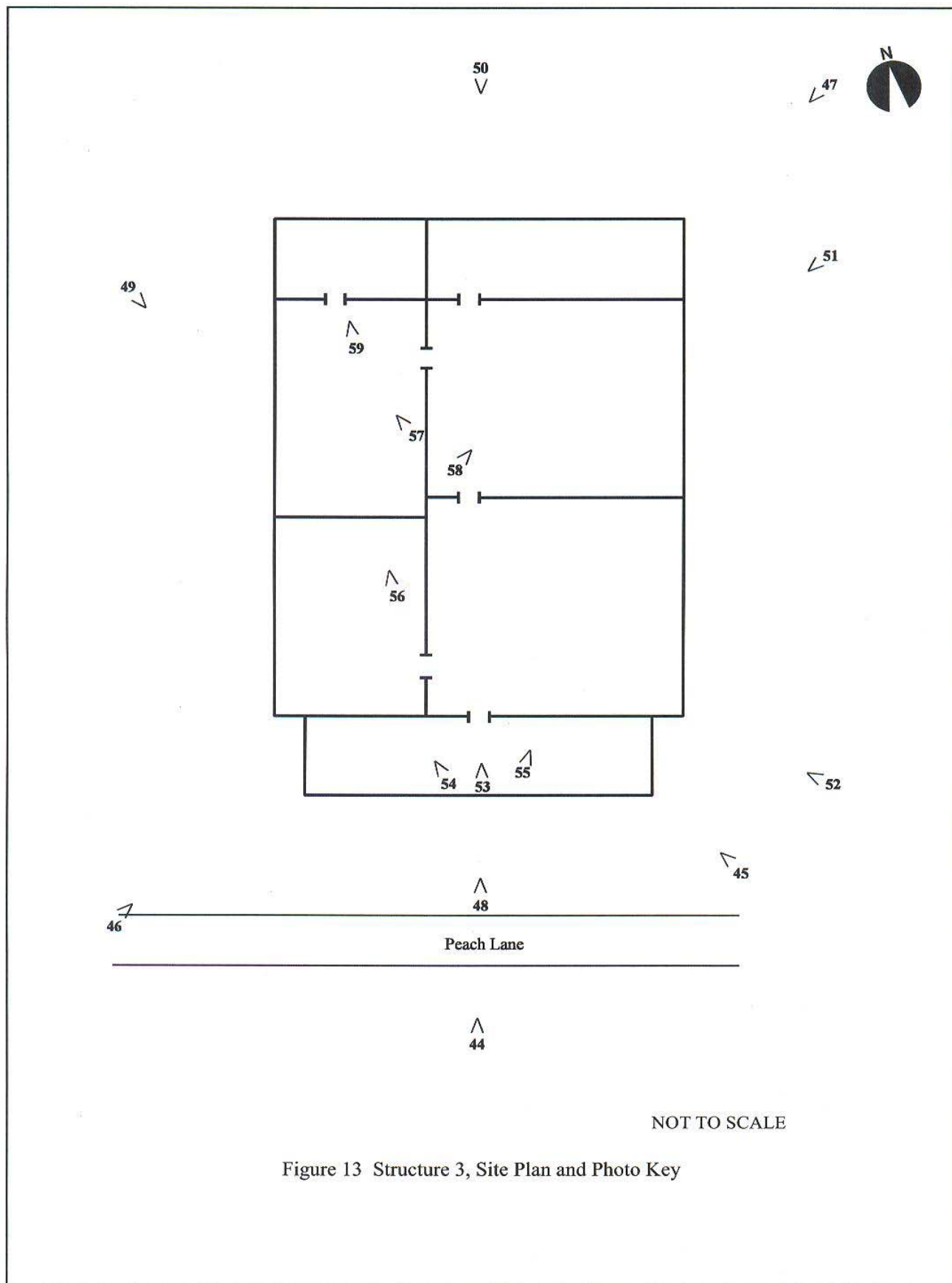












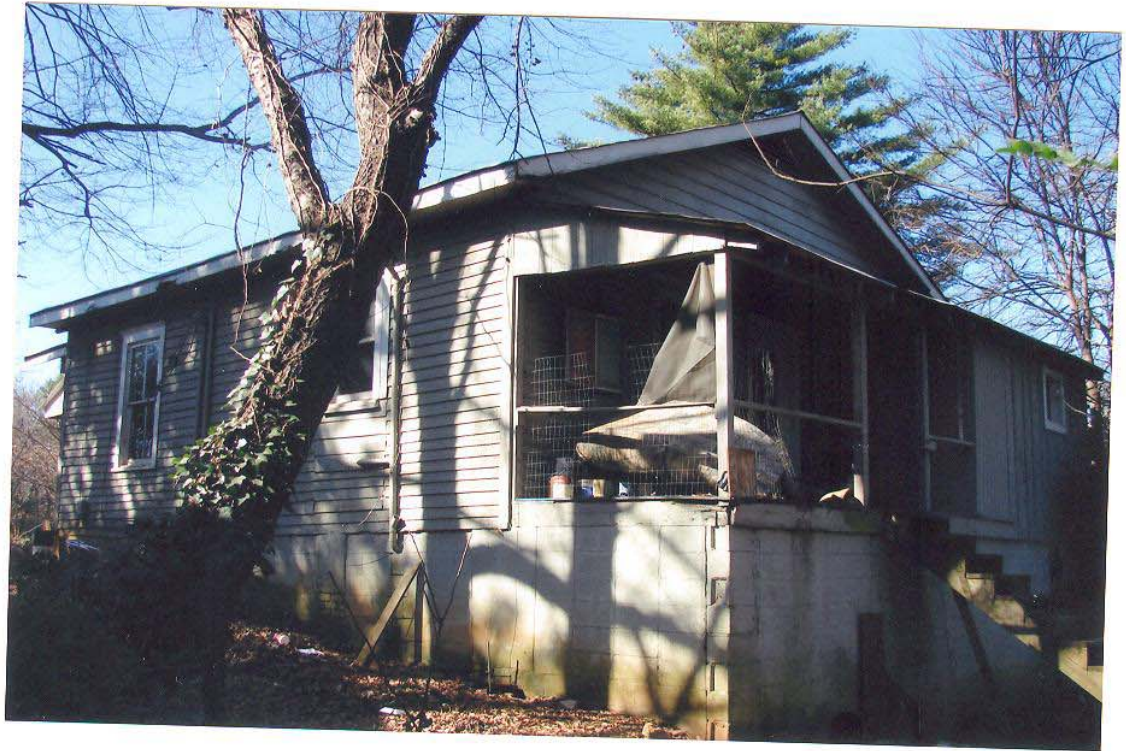






























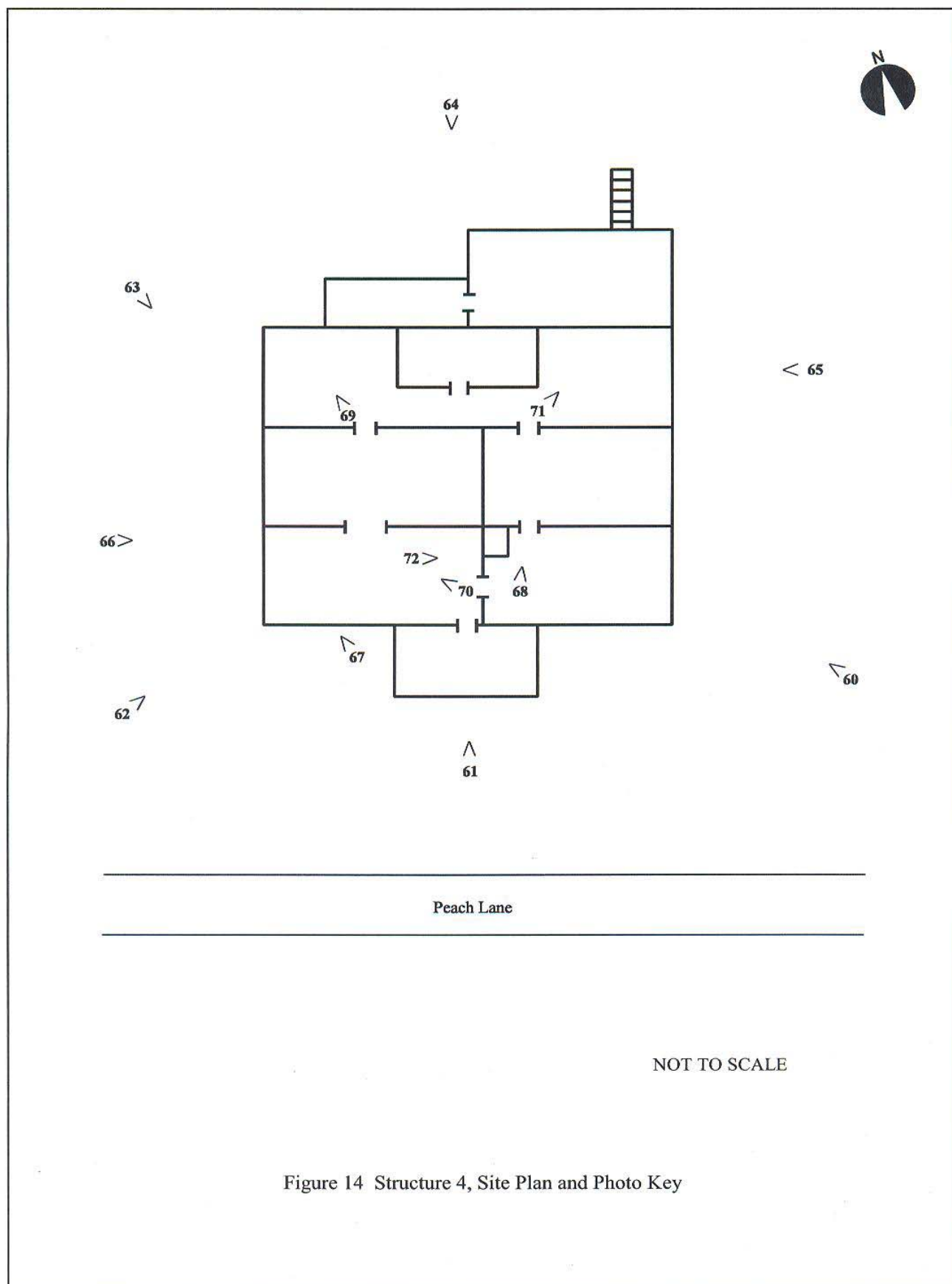




















































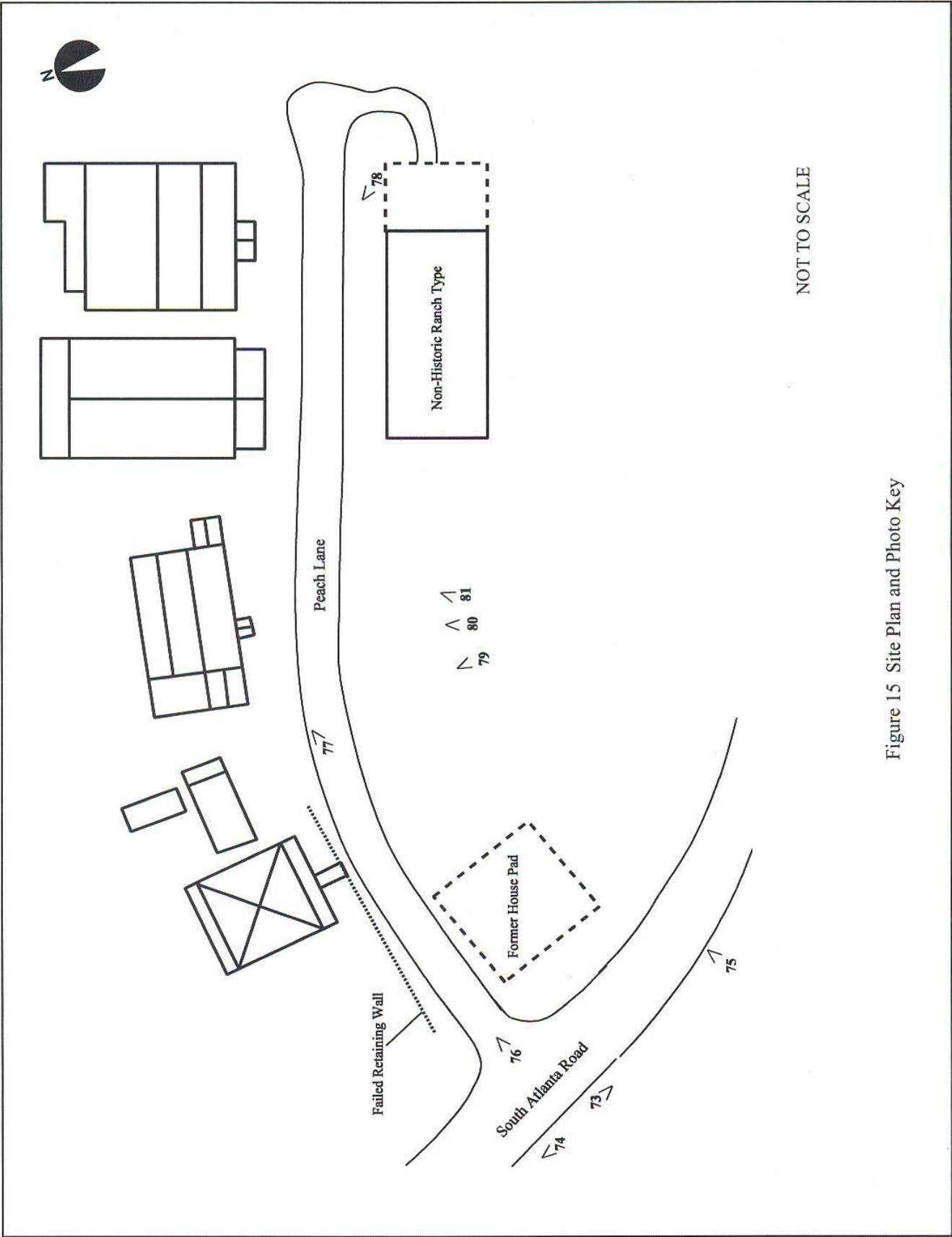


Figure 15 Site Plan and Photo Key























